

AUSTRALASIAN MODEL RAILROAD MAGAZINE

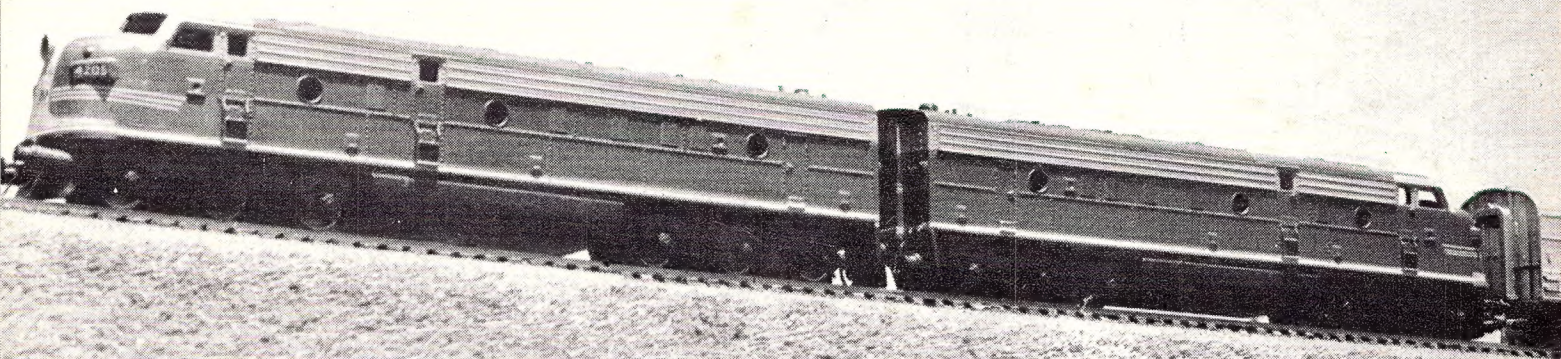
January/February, 1970

Vol. 4, No. 7

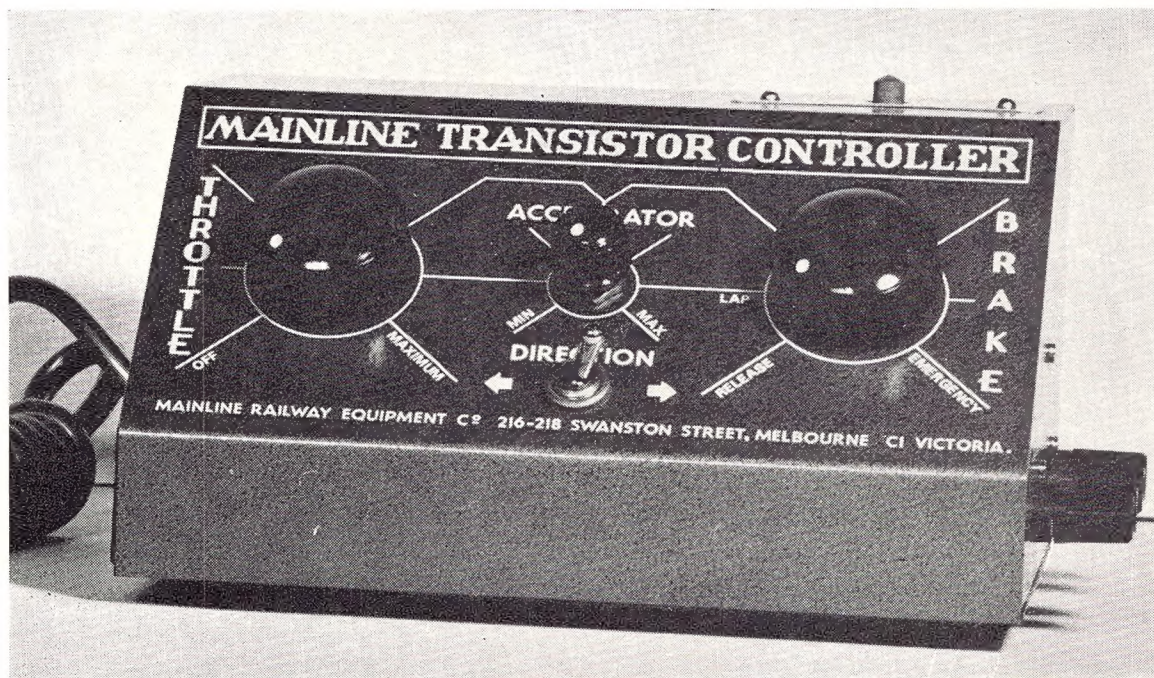
Issue 42

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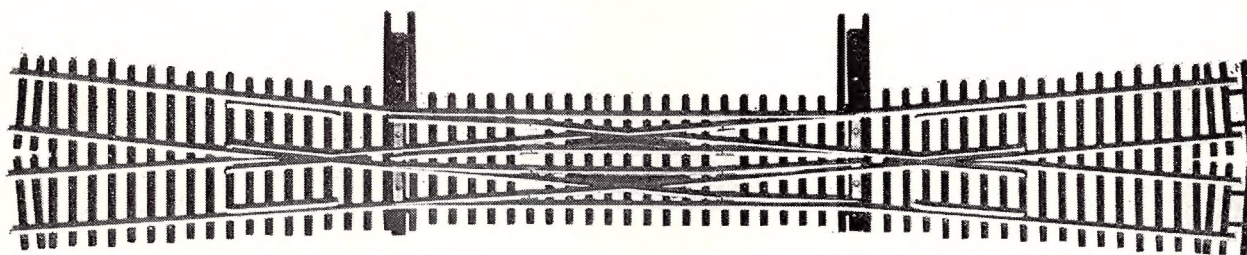
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Other News from THE DOCKYARD...

Following upon the success of Katsumi's big HO PA-1 'A' and 'B' Unit Diesels which come painted in a variety of heralds, first stocks of the EMD 'E-8' 'A' and 'B' Units are now to hand. These are also being made for Balboa and include: G.N., S.P. 'Daylight', N.Y.C., U.P. and Santa Fe heralds. The 'A' Units being priced @ 65.00 ea. and the 'B' Units @ \$29.55 ea. Katsumi have also delivered the Westside S.P. 'TW-8' 4-8-0 with Vanderbilt type Tender @ \$97.50. Always a popular model, K.T.M. have re-run this Loco. several times in recent years and for those interested, we still hold one or two from the previous run, fitted with 'clear vision' type Tender @ \$67.35. This shipment also includes a British style 0-6-2T Loco., painted and finished @ \$60.00 ea. . . . From Kumata, new arrivals include the Hallmark Troop Sleeper and Kitchen Cars, complete with trucks @ \$17.00 ea. Also in the Hallmark range, the Baldwin AS-616 and AS-16 Diesel Locomotives @ \$50.00 and \$51.50 each, respectively. The Alco DL-701 High Nose Diesel Loco. in the Alco Models range, also being to hand @ \$52.00 ea. Repeat stocks include more HO 0-4-OT Plantation Loco. @ \$10.55 and a re-run of the big Brill 75' Gas-electric Car @ \$48.55 ea. . . . Long awaited, the brass trackside Oil

and Water Columns are now to hand and will help dress the yard of any loco. depot. Meticulously detailed, the Oil Column can swivel in base, whilst all the intricate mechanism of the Water Column is included, along with movable spout. Oil Column is priced @ \$2.50, the Water Column @ \$5.50 . . . Expected next from Northwest Short Line are the HO D. & I.R. 'N-2' 2-8-2 Loco. and the HO Weyerhaeuser No. 108 2-6-6-2 Saddle Tank Logging Loco. Both models should be in stock by early January, 1970 . . . About the same time we are expecting the complete balance of Suydam's HO brass 'North Shore' interurban Cars. These will comprise: 700 Class Coach @ \$39.00, 700T Class Trailer @ \$30.20, 250 Class Combine @ \$39.00, 203 Class 4 Door Express Car @ \$39.00 and 215 Class 2 Door Express Car @ \$39.00 . . . 'United' HO models due about the time these notes appear in print comprise: 4-4-2 S.P. 'A-3' Loco., 2-10-0 Frisco Loco., Pacific Coast Shay and C. & O. 2-6-6-2 Loco. . . . Hornsby Wrenn Loco's. now in stock consist of the following range: B.R. 2224 2-8-0 'F' Loco. & Tender @ \$24.95 ea., B.R. 2221 4-6-0 'Cardiff Castle' Loco. & Tender @ \$23.95 ea., B.R. 2218 2-6-4T Locomotive @ \$22.25 ea., B.R. 2235 4-6-2 'Barnstaple' West Country Class 7P5F @ \$30.50

ea., B.R. 2206G 0-6-0 Tank Loco., Green @ \$10.30 ea. and B.R. 2206B 0-6-0 Tank Loco., Black @ \$10.30 ea. . . . Space in these notes is usually confined to mention of new lines coming into stock. Re-runs seldom get a mention and items long established are rarely ever noted. However, although in the latter category, a recent re-run of Dockyard heavy duty Multi-tap Transformers makes it timely to give first mention to these power units which first appeared some 15 years ago. Long preferred by seasoned model railroaders and those 'in the know', these Transformers are the most powerful approved for model purposes in Australia. Two models are available, one of 6 Amps. capacity and the other, of 5 Amps. The former has tappings of 6, 14 and 20 Volts and the latter, tappings of 6, 16 and 22 Volts. Both selling @ 17.00 each The 6 Amp. Unit is ideal for feeding two or three 12 Volt controllers through a suitable rectifier or rectifiers and is a much more economic proposition than a nest of low capacity power control units. The 5 Amp. model is intended specifically for use in conjunction with 'Marklin' trains and our own Marklin type Controller (\$5.05 ea.), two or three of which can be connected to the one Transformer.

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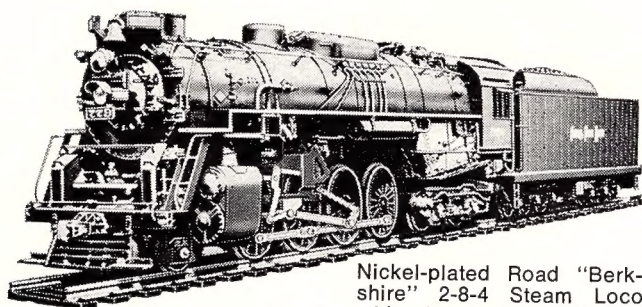
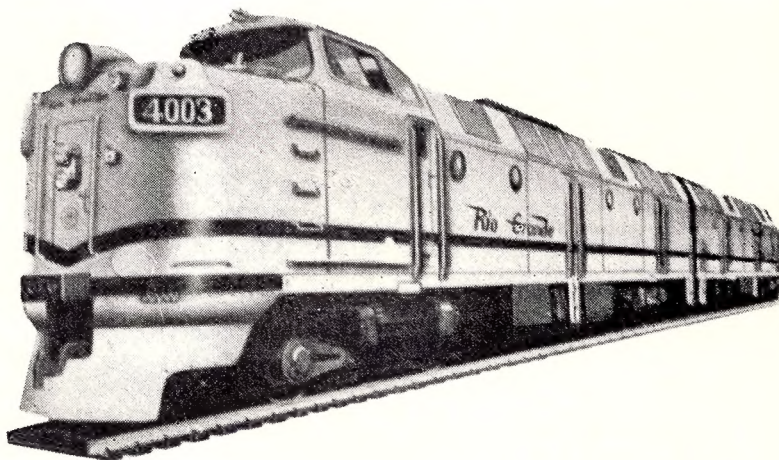
663-3505

Rivarossi

12v. D.C.
2-Rail
HO/OO

ON TOP
FOR
QUALITY

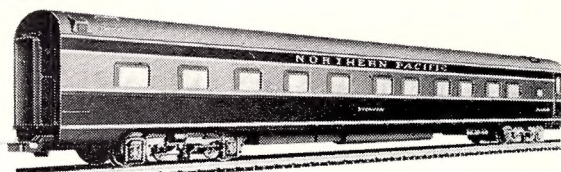
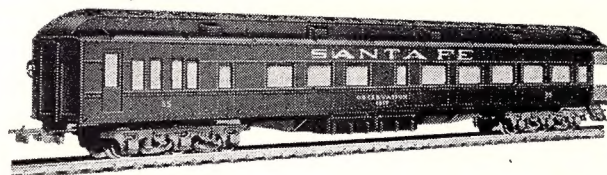
A smooth and powerful performer is the "Rivarossi" Krauss Maffei Diesel Electric Loco with working headlight. Two versions are available: No. 1895 Denver & Rio Grande Western Double Unit in yellow livery, 19in. long, ready-to-roll at \$27.95 or a single unit version No. 1804 Southern Pacific in dark grey with red trim, 9½ in. long, ready-to-roll at \$16.50.



Nickel-plated Road "Berkshire" 2-8-4 Steam Loco with 12-wheel tender is back in stock again. This fine loco has full operating valve gear, working headlight, etc. Finished in black and is 14in. long. No. 1244, ready-to-roll, \$47.50.

A SELECTION OF OTHER "RIVAROSSI" LOCOS

	\$	c
1221 B&O 0-4-0 Tank Loco w/full valve gear, black, 4¼ in.	11.95	
1224 Indiana Harbor Belt 0-8-0 w/tender, full valve gear, working headlight, etc., black, 11in. long ...	27.95	
1252 NYC Hudson 4-6-4 loco w/tender, full valve gear, working headlight, etc., black, 13½ in. long	43.95	
1254 Union Pacific "Big Boy" 4-8-8-4 Loco w/tender, full valve gear, working headlight, brass bell, etc., black, 19in. long	75.00	
1255 B&O 2-10-2 Loco with Vanderbilt tender, full valve gear, working headlight, etc., black, 14½ in.	53.95	
1264 B&O 0-6-0 Switcher w/tender, full valve gear, working headlight, etc., black, 10in. long	19.95	



TOP: Santa Fe Cafe/Observation Car. Green with gold lettering, internally fitted, 11½ in. long. No. 2718, ready-to-roll, \$6.50.

LOWER: Northern Pacific "Roomette" Sleeping Car. Chocolate and green, internally fitted, 12½ in. long. No. 2765, ready-to-roll, \$5.95.

OTHER "RIVAROSSI" U.S.A. COACHES

	\$	c
2717 Santa Fe fitted Pullman, 11½ in. long	5.95	
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2733 Pennsylv. fitted & lit Combine, 11½ in. long	6.95	
2734 Pennsylv. fitted & lit Pullman, 11½ in. long	6.95	
2735 Pennsylv. fitted & lit Cafe Observation, 11½ in.	7.50	
2736 Pennsylv. fitted & lit Dining Car, 11½ in. long	6.95	
2742 Pennsylv. fitted & lit P.O. Car, 10½ in. long	6.95	
2743 Santa Fe fitted Day Coach, 10½ in. long	5.95	
2744 Pennsylv. fitted & lit Roomette, 12½ in. long	6.95	
2745 Pennsylv. fitted & lit Tail Car, 12½ in. long	6.95	
2764 Nthn. Pacific fitted Vistadome, 12½ in. long	7.50	
2766 Nthn. Pacific fitted Tail Car, 12½ in. long	5.95	

If your dealer is stumped, he is invited to, or you may, write to us for supplies.

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EDITORIAL

January 1970. This month will go down in history as the greatest month in Australian Railway history. For the first time the East and West coast of this vast continent are joined with two continuous bands of steel rail. Standardisation, the dream of decades passed has at last achieved reality. The wealth of this country can now flow unfettered from the Pacific to the Indian Ocean, passengers riding in one of the world's most luxurious trains will travel undisturbed from Sydney to Perth, over 2,400 miles, one of the world's truly great rail journeys. This magazine joins in the accolade and extends its congratulations to the Railways of Australia on this most auspicious occasion. Does this great occasion hold hope for the modeller in this country? We here at AMRM feel it does. Modellers do not have break of gauge problems as does the prototype, we do not have to worry about uneconomical branch lines; no passengers, or peak commuters. We are able to build what we like within the bounds imposed by time, finance and space. And yet even within this apparent blissful situation we can not achieve standardisation. Within this vast country we have a relatively small population and a modelling population of no more than TEN THOUSAND who model anything from 2' 0" cane trams to 5' 3" gauge branch lines and model prototypes emanating from as many countries as you could name. But not only do the prototype and gauge vary, so do the scales used. I personally have seen models which vary between 40' to the inch and 18" gauge! It is thus little wonder that any manufacturer overseas listens to our plaintive cries to produce Australian models. This situation will not change in any radical way until all modelers are able to offer a united voice through one central organisation. Local manufacturers are now establishing the industry in this country but are unable, due to their limited resources, to produce the one basic item so urgently needed — THE COMPLETE TRAIN SET. It would be to everyone's advantage be he modeller, retailer or manufacturer to have a ready to run train set available as there is in Britain or Europe. How many modellers are lost to the hobby because they could not get a model of their local train to run on their toy train layout? Once lost they rarely come back and thus the hobby advances that much slower. Several years ago AMRM and SCMRA first discussed a possible merger, but for reasons of personality and grievances, real or imaginary the proposed merger never eventuated. Last issue Mr. Robinson offered some thought-provoking points on this amalgamation. Two small associations can not sway manufacturers to produce Australian models to a useful set of standards, but possibly one truly representative could achieve this highly desirable production. Now is the time, the beginning of a new decade for man, a new era for the RAILWAYS OF AUSTRALIA and a great opportunity for Australian modellers. Let your association or us here know how you feel. The time to act is NOW!

THESE LOCOS HAVE SOMETHING IN COMMON

by Peter Clark

The information contained in this article comes from Mr. Clark's soon to be released book on all Australian diesel locos.



The G8B and G18B

The VR "T" class locomotives, although considered identical for traffic purposes, vary greatly in appearance. Engines numbered 320 to 346 are conventional hood units with the cab and hoods the same height. Engines 347 to 366 are slightly shorter and have cabs raised above the top of the hoods. The next group of engines, 367 to 398, are similar to the last group but have a low profile short hood. The evolution continued with the introduction of more powerful motors to a fourth group of locomotives numbered 399 to 417. Locomotives 413 to 417 have been fitted with special low speed controls for hump shunting. These locos have now been renumbered H1 and H5 and ballasted to 80 tons. All locomotives are fitted with Flexicoil bogies and are fitted for multiple unit operation. Bogies exchange allows any individual locomotives to operate on either the broad gauge or standard gauge.

The livery is dark blue, yellow lining, with black undergear.

WHEEL ARRANGEMENT: Bo-Bo.

ENGINE: EMD567. CR-875 h.p. at 835 rpm (Nos. 320-398); EMD645.E 1000 h.p. at 900 rpm (Nos. 399-H5).

All motors root blown. Cylinders: 8½ x 10 (Nos. 320-398); 9-1/16 x 10 (Nos. 399-H1).

TRANSMISSION: EMD D15 generator D19 motors (Nos. 320-398); EMD D25 generator D29 motor (Nos. 399-H5).

LENGTH: 44' 6" (Nos. 320-346); 40' 8" (Nos. 347-H5).

WIDTH: 9' 5" (All Units).

HEIGHT: 12' 8½" (Nos. 320-346); 13' 10¾" (Nos. 347-H5).

WEIGHT: 68 tons (Nos. T320-T412); 80 tons (Nos. H1-H5).

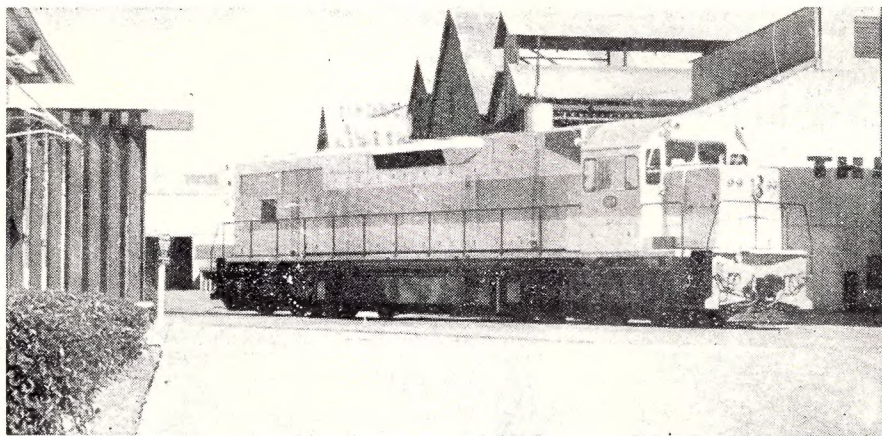
MAX. SPEED: 62 m.p.h. (All Units).

AXLE LOAD: 17 tons (T Class); 20 tons (H Class).

INTRODUCED: 1955 (Nos. 320-346); 1957 (Nos. 347-398); 1964 (Nos. 399-H5).

ROAD Nos. T320-T356, T367-T412, H1-H5.

BUILDER: Clyde Engineering N.S.W. Pty. Ltd.



The GT26C

This type was the first Australian application of the turbo-charged EMD 2-cycle engine. In both equipment and in appearance this is an Australian version of the North American type SD/40 built by EMD. The GT26C is lower in height owing to the more restrictive loading gauge and has been lengthened in order to incorporate the same power unit and auxiliaries. WAGR classify this type as their class "L". A notable omission is the lack of illuminated number boxes on a locomotive which otherwise so closely follows American practice, including low-profile short hood and prominent dynamic braking "blisters" above the engine. Unusually for a hood unit, the engine room is fully

pressurised. The colour scheme is light Admiralty grey superstructure with a strong blue waistband lined yellow, with red pilot beams. Bogies and fuel tank are black.

WHEEL ARRANGEMENT: Co-Co.

ENGINE: EMD 645E3; V-16 (2 cycle); Cy's. 9-1/16" x 10".

POWER: 3000 h.p. at 900 r.p.m. (Turbocharged).

TRANSMISSION: EMD AR-10 alternator/rectifier; 6 x EMD D77 motors.

LENGTH: 63' 6". WIDTH: 9' 8". HEIGHT: 13' 10 1/2".

WEIGHT: 135 tons. AXLE LOAD: 22 1/2 tons.

MAX. SPEED: 83 m.p.h. INTRODUCED: October 1967.

ROAD NUMBERS: L251-273.

BUILDER: Clyde Engineering N.S.W. Pty. Ltd.



The A16C

The model A16 is the Australian version of the well-known EMD F-type cab unit, of which more examples were built than any other diesel locomotive type. The A16 shares the familiar streamlined nose with a protruding headlight, with twin windscreens set above and behind it, but in this case mounting a set of five air horns in front of the windscreen centre pillar. Other variations include three axle "Flexicoil" bogies and four portholes in the side panels (three in the case of the four motor A16A, numbered GM1-11) and a different arrangement of roof fans. The Commonwealth Railways' classification for the A16C is GM and numbers start at 12. CR locomotives differ from those of other operators in being pressurised, and they thus have smaller openings in the side panels.

CR paint the GM-class in maroon with a silver waist-

band, the bogies being black. The A16Cs work interchangeably with the A16As on the Trans-Australian route.

ENGINE: EMD 567C; V-16 (2-cycle); Cyls. 8 1/2" x 10". POWER: 1750 h.p. at 835 r.p.m. (GM12-21); 1800 h.p. at 835 r.p.m. (GM22 onward).

TRANSMISSION: EMD D12 generator (D22, D32 on later locomotives). (See tabulation for motor type).

WHEEL ARRANGEMENT: Co-Co.

LENGTH: 58' 8". WIDTH: 9' 9". HEIGHT: 14' 0".

WEIGHT: 114 tons. AXLE LOAD: 19 tons.

MAX. SPEED: 83 m.p.h. INTRODUCED: October 1955.

ROAD NUMBERS: GM12-21 (6 x EMD D37 motors); GM22-26 (6 x EMD D47 motors); GM27-29 (6 x EMD D57 motors); GM30-39 (6 x EMD D67 motors); GM40-47 (6 x EMD D77 motors).

BUILDER: Clyde Engineering N.S.W. Pty. Ltd.



The DL-541

These locomotives have a long, sleek appearance, although they are actually shorter than the similarly engined DL-500 cab units (NSWR 44 and SAR 930 classes). The DL-541 is known by the SAR as the 600-class, and is the largest hood-type locomotive on that system. Since the SAR DL-500s are downrated to only 1600 h.p., the DL-541 is thus the most powerful locomotive on that system. "Trimount", asymmetrical bogies, with double equalisation are used. Only two cab windows (one of which can be opened) instead of the usual three are fitted, and a low, transverse exhaust stack is mounted above the engine. No buffers or staff exchangers are fitted as these items are not used on the SAR. One M.U. connector socket is mounted at each end.

The colour scheme is "Post-office Red" with a broad

silver waistband, the bogies being silver and the other undergear black. The 'Piping Shrike' emblem decorates the hood ends.

WHEEL ARRANGEMENT: Co-Co.

ENGINE: ALCO 251; V-12; Cyls. 9" x 10½".

POWER: 1800 h.p. at 1000 r.p.m.

TRANSMISSION: AEI TG5301 generator; 6 x AEI 165 motors (600-1); 6 x GE 752 motors (602-6).

LENGTH: 54' 6".

WIDTH: 9' 8½".

HEIGHT: 13' 11".

WEIGHT: 109.5 tons.

AXLE LOAD: 18.25 tons.

MAX. SPEED: 75 m.p.h.

INTRODUCED: March 1965.

ROAD NUMBERS: 600-6.

BUILDER: A. E. Goodwin, N.S.W.

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The J26C

The J26C (NSWR 422 class) may be distinguished from the earlier AJ16C (NSWR 421-class; also in use on the Indian Pacific route) by the noseless cabs at each end, being the first Australian diesel locomotive to have this feature. Other notable points are the "High-Ad" bogies, which increase adhesion and reduce weight transfer on starting, and the placing of all the traction motors on the side of the axle nearer the centre of the locomotive. The side panels carry three portholes, and on the roof are mounted three fans (two for the engine radiators and one for dynamic braking) and two exhaust stacks. Standard NSW buffering plates are also fitted.

The livery is Indian red, lined yellow, with black under-gear.

WHEEL ARRANGEMENT: Co-Co.

ENGINE: EMD (645E; V-16 (2-cycle); Cyls. 9-1/16" x 10".

POWER: 2000 h.p. at 900 r.p.m. (Root blown).

TRANSMISSION: EMD D32 generator; 6 x EMD D77 motors.

LENGTH: 56' 4". WEIGHT: 108 tons.

WIDTH: 9' 9". AXLE LOAD: 18 tons.

HEIGHT: 13' 11". MAX. SPEED: 71 m.p.h.

INTRODUCED: Jan. '69.

ROAD NUMBERS: 42201-20.

BUILDER: Clyde Engineering P/L, N.S.W.

Australasian Model Railroad Magazine

BACK NUMBERS

EVERY NUMBER IS NEW UNTIL
YOU'VE READ IT!

The following back numbers are available:

- No. 2 June/July, 1963.
25c Detailing the Loco Depot*
Scratch Building for Beginners.
- No. 3 Aug./Sept., 1963.
25c New Uses for Old Rails.*
Let's Ride the S.G.R.
- No. 6 Feb./Mar., 1964.
25c N.Z. North Line Locos.
Tips for Splicing Wire.
- No. 7 April/May, 1964.
25c Relays for Model Railways.
Water Storage Tanks.
- No. 8 June/July, 1964.
25c The Face Lift Treatment.
R.F. Lighting.
- No. 9 Aug./Sept., 1964.
25c Prototype Station Plan.*
A Century of Steam.
- No. 10 Oct./Nov., 1964.
25c Freelance Steam Railcar.
Lever Keys.
- No. 11 Dec., 1964/Jan., 1965.
25c Build a CHG.
4-Wheel Reefer.
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25c Hand Lettering Models.
Pine Trees.

- No. 14 June/July, 1965.
25c Maintenance.
Wagon Loads.
- No. 15 Aug./Sept., 1965.
25c Lining Models.
Hopper Wagons.
- No. 16 October, 1965.
25c Plans, Maintenance and
Building Articles.
- No. 17 Nov./Dec., 1965.*
25c Constructing Diesel Shunters.
Beginners' Notebook.
- No. 18 Jan./Feb., 1966.
30c Build an MRC.
Bogie Construction.
- No. 19 Mar./April, 1966.
30c Streamlined Passenger Cars.
An Oil Depot.
- No. 20 May/June, 1966.
30c A Ballast Wagon.
Switch Motors.
- No. 21 July/Aug., 1966.
30c MHG Guard's Van.
Narrow Gauge Plans.
- No. 22 Sept./Oct., 1966.
30c Wagons Galore.
Hints on Modelling.
- No. 23 Nov./Dec., 1966.
30c Modelling with Silicon Rubber.
Taking Model Pictures.
- No. 24 Jan./Feb., 1967.
30c A Mobile Carpenter's Workshop.
Making Loco Driving Wheels.
- No. 25 Mar./April, 1967.
30c The Tin Hares of N.S.W.
Build Yourself a Dog Box.
- No. 26 May/June, 1967.
30c Small Lineside Sheds.
Construct a Bolster Wagon.
- No. 27 July/Aug., 1967.
30c Scenery the Easy Way.
Corrugated Iron by the Mile.
- No. 28 Sept./Oct., 1967.

- 30c Scratchbuild an RU Wheat Hopper.
Building 4-wheeled Open Wagons.
- No. 29 Nov./Dec., 1967
30c Convert 3 rail AC to 2 rail DC
Build a 44 class diesel
- No. 30 Jan./Feb., 1968
30c Control panel wiring
Build Victorian Tt cars
- No. 31 Mar./April, 1968
30c Scenery
C36 Class loco
- No. 32 May/June, 1968.*
30c Victor Harbour
Planning in N scale
- No. 33 July/August, 1968.
30c Build T class diesel
Simple turnout operation
- No. 34 Sept./Oct., 1968.
30c Modelling from timber
Prototype layout
- No. 35 Nov./Dec., 1968.
30c Build a rail motor
Modelling Puffing Billy
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30c Building structures
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THE INDIAN PACIFIC

by John G. Beckhaus

The 'Indian Pacific' cars are of unpainted stainless steel construction and all cars have standard dimensions of Length 75'0" overbody (78'2" over-couplings), Width 9'9" and Height 13'6". They are mounted on 8'0" Commonwealth bogies with the brake cylinder mounted on the inner end of the bogie.

The cars were built by Commonwealth Engineering Ltd. at Granville, NSW. The first order was in 1966 for eight Economy class sleeping cars BRG and one dining car DE. Although these cars were required for normal traffic increases on the 'Trans' they were very different from previous cars built and were experimental cars to enable the testing, in operation, of cars built to a narrower loading gauge.

(The previous economy class cars of this internal design were 10'3½" wide and dining cars were 82'0" long. The second order for stainless steel cars was placed in 1968 for 58 normal traffic cars and one special service card. A

further 13 cars were added to this order in 1969.

As these cars were built some were placed in service on existing 'Trans' trains while those not immediately required were stored awaiting the completion of the Standard gauge Sydney-Perth line. In February, 1969 following the Violet Town collision of the 'Southern Aurora' some of the stored cars were loaned to the NSW & VR while replacement cars were being built.

The normal composition of the 'Indian Pacific' is a HGM Power-brake van, a ER Crew dormitory car, three Economy class sleeping cars BRG or BRJ, a CDF cafeteria-lounge car, a Dining car DE or DF, an ARJ First class roomette sleeping car, an ARM First class twinette sleeping car containing a deluxe compartment, an ARL First class twinette sleeping car and a HM luggage-mail-brake van. The train can carry 52 first class and 96 economy class sleeping passengers as well as

12 short distance coach passengers.

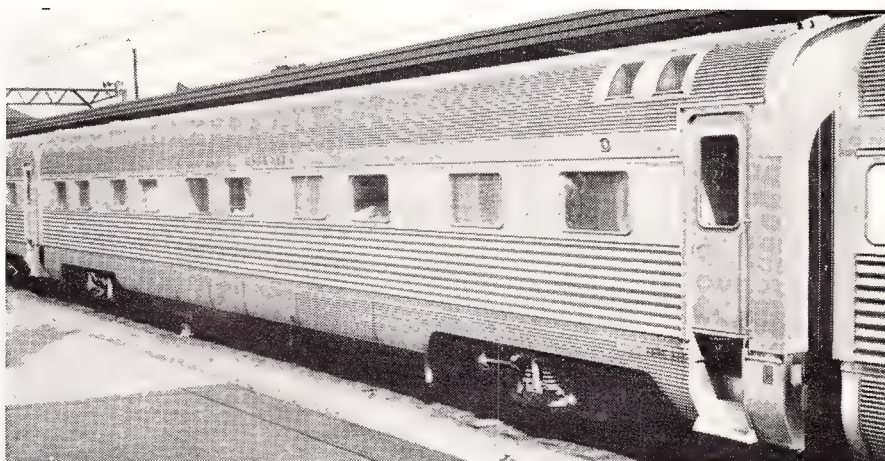
The timetable in the West bound direction has a 3.15 p.m. departure from Sydney on Monday and Thursday. The next day it departs Broken Hill at 9.05 a.m., Peterborough 1.36 p.m. and Port Pirie at 4.45 p.m. It departs Kalgoorlie at 8.30 p.m. on the third day to arrive in Perth at 7.00 a.m. on Thursdays and Sundays. In the Eastbound direction it departs Perth at 9.30 p.m. on Sundays and Thursdays and departs Kalgoorlie at 7.00 a.m. the next morning. On the third day it departs Port Pirie at 1.50 p.m., Peterborough at 4.15 p.m. and Broken Hill at 8.53 p.m. to arrive in Sydney at 3.50 p.m. on Wednesdays and Sundays. There is a five days per week service Perth to Sydney via Adelaide and Melbourne and a connecting service Sydney-Adelaide, change at Peterborough from the Indian Pacific.

The BRG, DE DF and SSA cars are lettered COMMONWEALTH RAILWAYS and all other cars are lettered RAILWAYS OF AUSTRALIA.

THE CARS

ARL. A first class Mann, or transverse berth, sleeping car with a Tare weight of 47 tons. It has an attendants compartment at the entrance end and sleeps 18 passengers in 9 x 4'11" Twinette compartments arranged in sets of two along the car. Between each set is a 4'0" double shower and toilet compartment. The last compartment is L shaped with the shower compartment at the car end. There are 8 cars in service and they are numbered 246-250 and 261-3.

ARM. A First class Mann sleeping car similar in weight and internal arrangement to the ARL car but with the third and fourth compartments replaced by a 13'10" deluxe double bedroom compartment. There are also intercommunicating doors through the shower compartments between some of the other compartments, for use by family groups. This car can be identified by the large windows in the deluxe compartment and there are 4 cars in service numbered 251-4.



ARL 246 First-class Twinette Sleeper at Sydney.

ARJ. A First class Pullman, or longitudinal berth, sleeping car. It has a centre zig-zag corridor with the attendants compartment, toilet and linen cupboard at the entrance end. This car weighs 49 tons and sleeps 18 passengers in 9 x 6'7½" compartments along both sides of the car. Two shower compartments are located at the non-entrance end and there is a toilet in each compartment. There are 8 cars in service and they are numbered 240-5 and 272-3.

BRG. A centre zig-zag corridor sleeping car similar to the ARJ car but designed for economy travel by having two berths in each compartment, but it can be used for first class by using only one berth. This car weighs 48 tons and has the attendants and mens shower compartments at the entrance end and as an economy class car it sleeps 32 passengers in 8 x 7'3½" compartments along both sides of the car. The ladies shower and linen compartments are at the car end. There are 8 cars in service numbered 168-75.

BRJ. This car is similar to the BRG car with the attendants and shower compartments at the entrance end with a toilet, luggage area and linen cupboard opposite. The sleeping compartments are 7'1¾" long and at the non-entrance end is a shower and toilet. There are 17 cars in service numbered 212-23 and 267-71.

DE. A dining car containing an off-centre pantry separating a 30'6" kitchen from the 36'9½" main dining saloon. The dining area seats 48 diners in two and two across seating in fixed bays with folding tables and chairs for easy cleaning. At the kitchen end of the car is a cool room and a crew toilet. Entrance to this car is via folding doors near the centre of the kitchen. This car weighs 47 tons and is numbered 168.

DF. A dining car similar to the DE car but with some slight alterations to the cupboards at the cool room end of the car to give 32'0" kitchen and a 36'3" dining saloon. These cars weigh 46 tons and there are 7 in service numbered 230-5 and 264.

CDF. A Cafeteria-Lounge car with a high level only entrance at one end leading to a short side corridor section past a 4'6" dining car store room. The centre of the car contains a 30'10" economy class lounge area divided into three bays, with seating for 35 passengers. Towards the other end of the car is a 18'6" side corridor past a 4'6" bar for the lounge, a 12'0" kitchen and a 4'0" servery leading to a 5'7" single section dining area seating 8 diners. At the car end is a 11'1" coach area with 12 reclining and rotating seats for short distance travellers. These cars weigh 43 tons and there are 8 in service numbered 224-29 and 265-6.

AFC. A 40 ton lounge car with a high level only entrance at one end. At this end of the car is a 6'10½" bar and servery and the rest of the car is divided into three lounge areas containing loose tables and chairs as well as fixed lounge seats along the walls. A piano is located



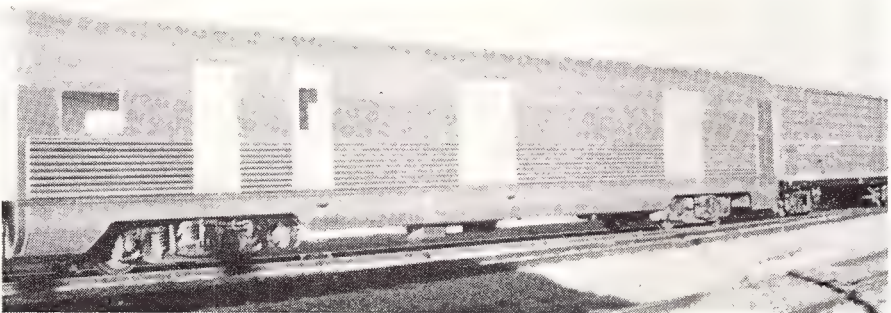
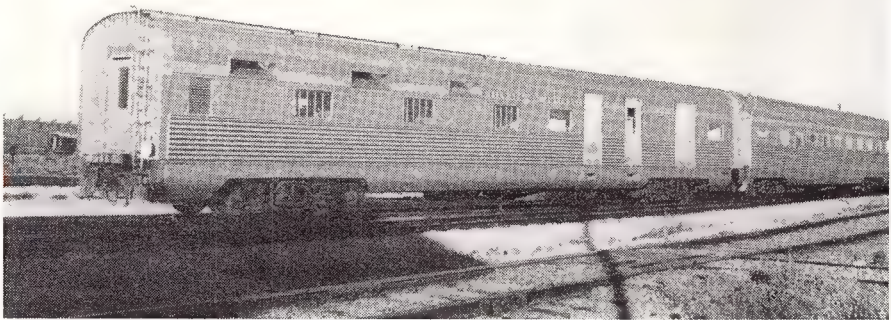
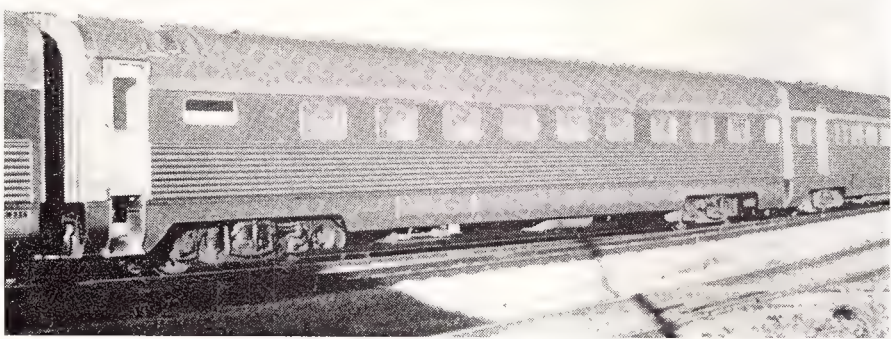
BRJ 217 Economy class Sleeper at Port Pirie.



DF 232 Dining Car at Sydney.



CDF 226 Cafeteria-Lounge Car at Port Pirie.



in the centre room. There are 4 cars in service numbered 236-9.

ER. A crew dormitory car containing at the entrance a 8'2 $\frac{1}{2}$ " dining area, seating 4 diners, and a 2'11" kitchen. The remainder of the car is side corridor leading to shower and toilet compartments and 10 x 4'4" traverse berth sleeping compartments and a 4'4" sick bay. At the car end is a shower and toilet. This car weighs 46 tons and there are 6 in service numbered 206-11.

HGM. A 55 ton power-brake van. At one end of the car is a 40'0" engine room containing 3 x GM 8/71 diesel alternator sets mounted along the car centre line. The remainder of the car contains a 4'0" fire extinguisher room, a 7'0" way-side parcel room, a 7'0" guards room and a 15'8" luggage room. At the car end is a toilet. There are 4 cars in service numbered 202-5.

HM. A 39 ton luggage-mail-brake van. At the outer end of the train is a 2'0" long dog box and coffin compartment. The centre of the car is divided into two 25'0" luggage and mail compartments and at the other end of the car is a 5'0" linen store, a 7'0" way-side parcel room and a 7'0" guards room and at the car end is a toilet. These cars have a similar but reversed layout to the HGM cars and there are 5 in service numbered 255-9.

SSA. This is the special service car for VIP use. It is normally based at the Port Augusta Car Sheds and can be run attached to passenger trains or with a power car as a separate unit. The car weighs 47 tons and is numbered 260. In external appearance it is a standard car with normal entrance at one end but has the Australian coat of arms mounted on both sides of the car between the windows near the entrance end. Internally the entrance opens into a 15'10 $\frac{1}{2}$ " lounge room followed by a 22' side corridor off which are a 4'11" twinette compartment, with a 2'5" shower-toilet room, and two 6'6 $\frac{1}{2}$ " deluxe double bedroom compartments with shower and toilet rooms, divided by an off centre corridor, between them. Near the centre of the car is a 11'6" open dining area and at the car end is a 9'3 $\frac{1}{2}$ " kitchen and a 4'6" crew sleeping compartment with an end toilet.

AFC 238 Lounge Car at Sydney.

ER 206 Crew Dormitory Car at Port Pirie.

HGM 204 Power-Brake Van at Port Pirie.

HM 256 Luggage-Brake Van at Port Pirie.

All photos by J. G. Beckhaus.

BUILD A W.A.G.R. 'L' CLASS LOCOMOTIVE

by J. J. Bevan

Plans and photos by the author

The W.A.G.R. 'L' class diesel electric locomotive is the most powerful government-owned locomotive in Australia. The 23 locomotives in the class were built by The Clyde Engineering Co. Pty. Ltd. of Granville, N.S.W. under licence from the Electromotive Division of General Motors (U.S.A.). Each locomotive is rated at 3,000 h.p. for traction and is powered by a GM 16 cylinder type 645 two-stroke diesel engine. This locomotive, known as model GT-26C by the manufacturers, is a variation of the U.S.A. domestic model SD-40.

My construction method is the conversion of a plastic model locomotive. The locomotive model to purchase is the Athearn SD-45 model. This method of construction produces a model which is not absolutely correct but is generally a good resemblance. The main difference is that my model is two feet shorter than the prototype. This shortage could not be corrected without lengthening the frame and drive mechanism. This shortage does not greatly detract from the appearance of the model. The use of a commercially available model enables me to produce a

model without having to worry about mechanism problems which I have always found to be the most difficult part of model construction.

The first step in the construction is to unpack your SD-45 model and carefully examine it. Remove the plastic body from the metal underframe. The underframe is not involved in the construction and you can store it away until the job is complete. The lettering on the model should be removed at this stage. The best and safest way to remove paint from any plastic model is to soak it in caustic soda solution.

The first construction step is to cut the hoods and cab off the footwalk. This job can be quite difficult and should be done carefully to avoid damage. The tools I used were a jeweller's saw, a razor saw and a sharp Exacto knife. Remember that the footwalk is higher and has a step in it. When you have removed the cabs and hoods, smooth the edges of the walkway down.

In the remodelling of the locomotive, there are three main parts to be dealt with. These are the short or low hood,

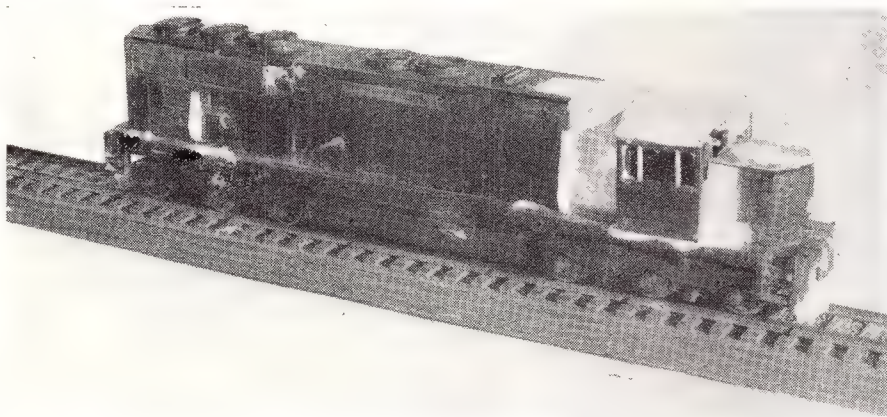
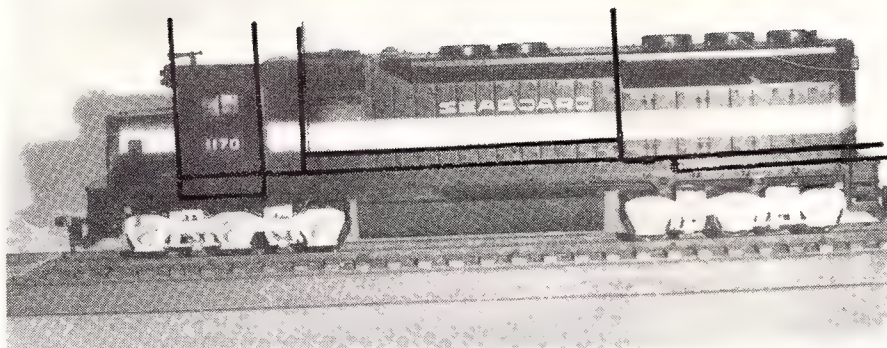
the cab, and the long or high hood. I will deal with each part in turn, starting with the low hood.

The low hood needs the least work of the three parts. On the right hand side of the hood is a battery box; cut this off. You will need to fill the hole in the side of the hood and in the cab and the footwalk. There is a small step to the cab here and a small bulge in the side; make these from sheet styrene. A hand brake lever is recessed into the left hand side. Fill this hole with plastic putty. Reshape the top of the hood to produce a slope. You will need to cut off all the cast-on detail except the headlight and file a flat surface down the front. Now cement the modified hood back in place. However, do not exactly put it back in the same place, but shift it forward about a foot. This will compensate for the shorter body of the model compared with the prototype.

Next in the conversion is the cab. The cab roof is removable, so firstly stick it down; doing so will make it easier to handle during the modifica-



Three "L" class diesel locomotives power an 8000-ton iron ore train en route from Koolyanobbing to Kwinana.



tions. Stick the headlight and number-board unit into place and fill the gaps with plastic putty. File the number boards into the shape required and cut up from the hood level to enlarge the windows. The cab needs to be lower by a foot. Cut this from the bottom. Be careful; do this evenly or your cab will be like a leaning tower. To lengthen the cab side windows, drill holes at the corners and extend the windows to meet. Add two dividers made from sheet styrene. You can see from the plan and photo that the cab roof has a different shape from the original SD-45 and has an overhanging front edge. To convert the model, file the roof down and stick a layer of 0.10 inch styrene on. Cement the cab into place directly behind the low hood.

The most difficult part of the conversion is the long hood as there is more work involved. Like the cab, the long hood needs to be lowered in height by a foot. When you look at the hood you will see a bulge of about four feet long with a rounded top on the left hand side; this covers the main blower. Cut through the hood alongside this bulge. Discard the short piece of hood. Above the bulge on both sides

An unconverted SD-45 showing where to cut.

The finished model ready for painting. The basic parts of the job.

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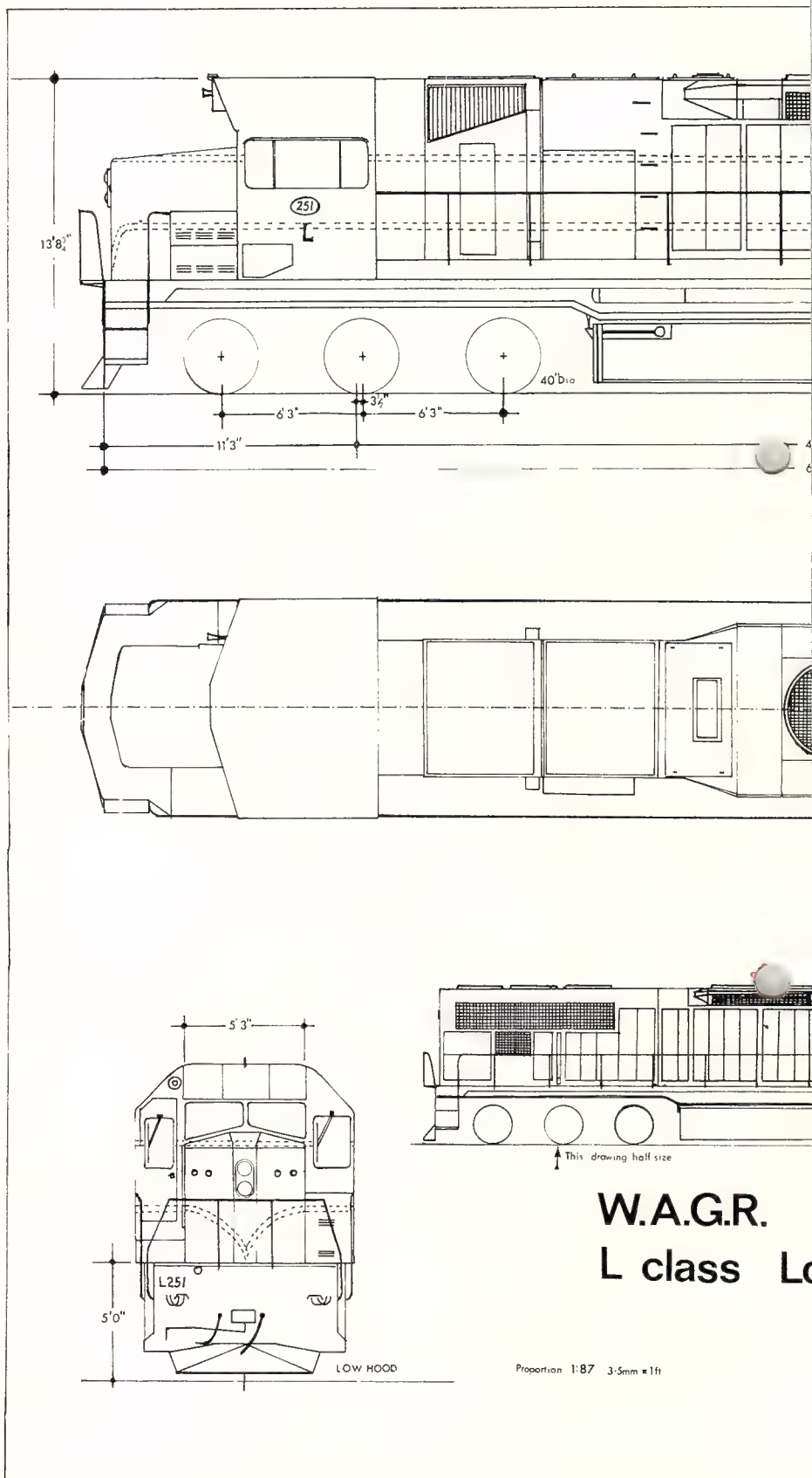
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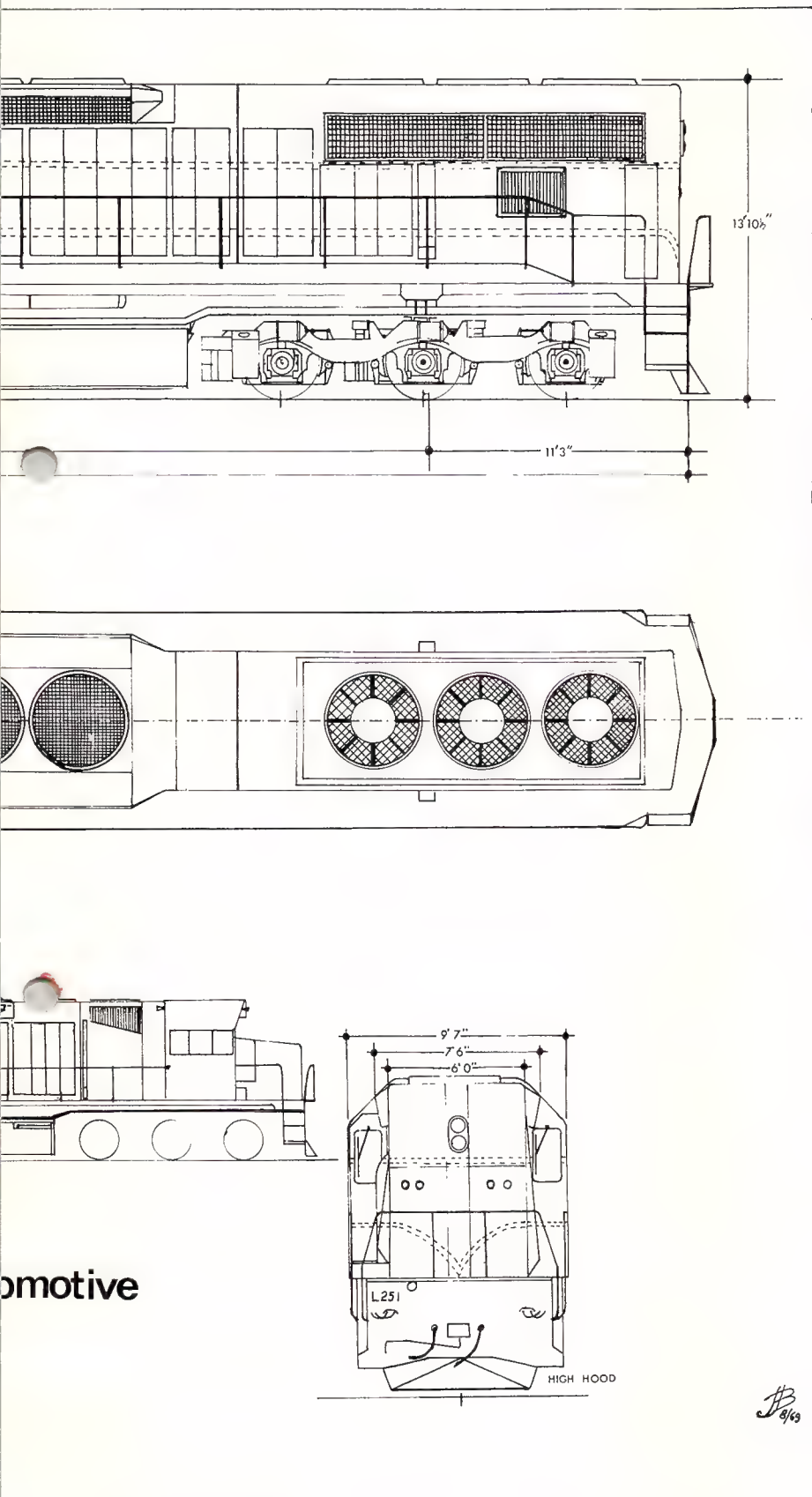


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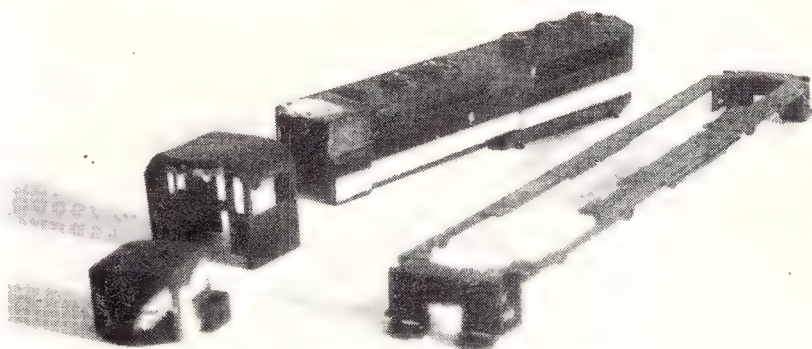
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are louvres, cut these off and smooth the sides down to match the sides. On top of the hood here is a raised panel. This must be removed. If you fill the depression inside with plastic putty you can file the panel down or you can cut the panel out and replace it with styrene sheet.

Before you further cut the hood, look at the plan and photos. The photo of the unconverted SD-45 shows how the hood has what are called 'flying radiators', that is they are mounted at an angle rather than flat. However, the L class has flat radiators. The SD-45 has a dynamic brake bulge which continues onto the angled radiator panels. The bulge for the flying radiators will need to be removed from the model. It will be easier to do this if the hood is cut at 18'6" from the back. There is a line at this point on the plans. Once you have cut through the hood, cut down the bulge in the middle section to make the dynamic brake bulge shown on the plan. Round off the corners of the dynamic brake. With the other section first carefully lever out the radiator panels; these are only pressed into place. Now smooth the bulge down until it is flush with the side. Cut a hole in each side of the hood to take the radiator panels, which will not be quite as long as the prototypes. You will need to cheat a little here and cut the holes short.

The end of the long hood needs two modifications. First turn the headlight housing through a right angle, this is easy to say but hard to do, and secondly removing all other detail. I managed to cut the light out by cutting straight down on top and bottom of the housing and cutting across with the jewellers saw. This produced deep cuts in the end. Do not worry about these, as once the details are removed you can fill all the holes with plastic putty. Smooth the end down, file a flat surface like the short hood and cement the light in place.

Now cement the two pieces of hood into place. Like the short hood cheat a little with the mounting to produce

a shorter platform. You will now have a gap between the cab and the hood of about four feet. To fill this gap, a piece of hood will need to be made. This section, however, has two sections of louvres of almost triangular shape. You will need to cut louvres in by scribing and scraping the shape. There are two other panels which can be scribed in. These parts of hood with a roof are cemented into place.

The model is now basically completed. On the hood are four small bulges; make these from plastic and cement them in place. The horns which were on the cab roof are not needed in their original form. Cut the largest two out and cement one on each end of the cab. All the details on the pilots are cut off. You will notice that my model has full pilots unlike the Athearn model which has the pilots separated to permit the body to lift off the frame. I filed the coupler mounts on the frame and tapped them 8BA and mounted Kadee MKD-5 couplers on them. The pilot was constructed of styrene and plastic putty. To remove the body I had to unscrew the couplers but the look of the pilots outweighs this trouble. Construct the ramp on the left side of the walkway from styrene. I used the existing hand rails slightly modified.

The model is now finished except for the paint. The photo shows my model at this stage. I was not able to take a photo of the finished model in time for publication, but I have included a photo of the prototype to show you the colour scheme. As noted in 'Mixed Gauge' May-June 1969 issue, the colours of these locomotives are basically Light Admiralty Grey and Strong Blue. Humbrol paints number 4 and 48 match these. I won't say much about the painting of the model, as this is a skill I do not have. My model was painted by a friend.

This article has, I hope, given you an idea of locomotive conversion. Good modelling to you all. Please let me know of your experiences with locomotive conversions.

Announcement

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FINALLY . . .

by Graham S.B. Smith

SYDNEY, Monday, January 12th, 1970. 261 Goods departed Cook's River approximately 3 minutes early. The first standard gauge train to depart Sydney for Perth on a through basis.

One hundred and sixteen years and three months previously, the first steam-locomotive hauled train in the country ran from Flinders Street to Sandridge—on 5'3" gauge. Twelve months later, Robert Stephenson 0-4-2 No. 1, driven by William Sixsmith, ran from Sydney to Parramatta (Dog Trap Road) — on 4'8½" gauge.

The colonial railways were at first under the sway of Irish engineers and New South Wales, Victoria and South Australia standardised on 5'3". However, the appointment of a Scotsman to Sydney brought a change to 4'8½". The others held firm on broad gauge, and when Queensland, Tasmania and

Western Australia built, lack of funds necessitated narrow gauge — and South Australia added further to the confusion by building a large 3'6" network. Thus began the evolution to the chaos of the early twentieth century.

In 1883 the rails from Sydney made their first border connections — at Albury and Wallangarra — and the problems at once became manifest. Break-of-gauge had arrived! The problems were to increase when federation of the Commonwealth eliminated State duties, for the imposition of which break-of-gauge transfer must have been convenient.

At Federation one of the favours offered a separatist-minded Western Australia had been a trans-continental railway. Controlled by the new Commonwealth Railways organisation, this line was to be standard gauge — more

problems! After the great task had been completed in 1917, passengers were faced with three breaks of gauge between Perth and Adelaide — at Kalgoorlie, Port Augusta and Terowie. The journey was over narrow, standard, narrow and broad gauges until the Commonwealth line was extended to Port Pirie replacing the Augusta and Terowie changes with one at Pirie (1937).

In 1930 the first link in the future interstate standard gauge network had been forged when, with Commonwealth funds, the N.S.W.G.R. extended their North Coast line from Kyogle to South Brisbane—the first standard gauge between two state capitals. But meanwhile, break-of-gauge problems were increasing steadily.

In the 1940's a commission under Sir Harold Clap recommended complete



A scene from yesterday. Before the diesels or Pacifics, ten wheelers were the express engines of the N.S.W. Railways. 3252 and a C36 class make easy work of the Brisbane Express as it nears the Steel City of Newcastle in this scene of the '30s. The train is a far cry from the all air-conditioned Inter-state trains of today.

Photo by courtesy of N.S.W. Dept. of Railways.



Dawn is not long past as the SOUTHERN AURORA rounds a curve near Bargo on the Southern Highlands of N.S.W. Sydney, its destination, is still 61 miles and 75 minutes away. Most of its passengers are by now awake and at breakfast oblivious of this small town through which they have just passed at nearly a mile a minute.

Photo by courtesy of N.S.W. Dept. of Railways.

standardisation. This report was presented to Parliament in 1946, by the late E. J. Ward. However, little was done until 1956 when William Charles Wentworth IV, scion of that notable family and ebullient M.H.R., headed the Commonwealth Parliamentary Committee on Rail Standardisation. The committee's report included three important recommendations:

1. The standardisation of the main line between Albury and Melbourne, affording through traffic from Sydney and Brisbane.
2. The standardisation of the Silverton Tramway Coy.'s and the South Australian Railways' narrow gauge lines.
3. The standardisation of the Western Australian Government Railways line from Kalgoorlie to Fremantle and Kwinana.

Thus the linking of the principal systems was to be achieved.

Towards the turn of the decade the first of the recommendations was implemented in the construction of the standard-gauge line between Albury and Melbourne, adjacent to the existing broad-gauge. It was completed late in 1961. Goods services commenced on January 2nd, 1962 with the departure of Nos. 405, 405A, 405B and 405C express goods trains at 3.23 p.m. from Alexandria Goods Yard (now 3.29 p.m. and numbered 231). On Thursday, 12th April at the Sydney Trocadero, Viscount De L'Isle, the Governor-General, named "Southern Aurora" and later the two stainless steel car-sets left the new extended platforms at Sydney Terminal for Spencer Street behind double 44-class, one loaded with V.I.P.'s and the other with press representatives. Mr. W. C. Wentworth joined the journey at Goulburn, detained by Parliamentary duties. Regular services commenced on Monday, 16th April. The new services consisted of "Southern Aurora", the broad gauge "Spirit of Progress" re-mounted on new bogies and "Inter-capital Daylight", composed of a N.S.W. RUB air-conditioned car-set.

Soon after, negotiations commenced for the implementation of the second and third recommendations. Western Australia's conversion was to entail standardisation of the existing Avon Valley line, itself a recent deviation from the difficult Darling Range line, and the Eastern Goldfields Line from Northam to Kalgoorlie. In South Australia, the Peterborough Division was to be largely standardised and the Silverton Tramway bypassed. The N.S.W.G.R. had the task of upgrading the Parkes-Broken Hill line.

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Under the various Railway Agreement Bills between the Commonwealth and the States, a total of \$200 million in Commonwealth funds was to be expended on the project. For the Western Australian work, \$130 million, in South Australia, \$45 million on the Peterborough division and \$15 million on the Silverton deviation and for New South Wales \$10 million. The Silverton Tramway Company was to be bypassed, but not without a struggle. Its offer to standardise was rejected by the Government and an ex gratia payment decided upon. The first offer of \$1.25 million was rejected by the S.T.C. and eventually a figure of \$2 million was agreed upon.

Work proceeded at speed, with the W.A.G.R. far outpacing the eastern states. Standard gauge operations commenced there in early 1967. The connection with Commonwealth Railways at Kalgoorlie was achieved on 3rd August, 1968. The first through interstate goods ran on 2nd November, 1968. The first s.g. passenger train ran in March, 1969. The first through Trans-Australia Express, ran on 13th June westbound and 15th June eastbound.

Standard gauge work in the east was in hand by early 1968 and towards the end of that year, South Australia had made considerable steps towards completion eg. the new arrangements at Port Pirie, while the Peterborough

Division conversion was well under way. In March, 1969 a considerable section of the conversion had been completed. Following the Silverton compensation settlement work was able to commence on the Cockburn-Broken Hill line. Contract work commenced on 8th May, 1969, being construction of bridges and earthworks. Five days later rails for Departmental tracklaying arrived. Construction, completed in six months, kept schedule.

In N.S.W. the upgrading work and reconstruction of facilities at Broken Hill had continued relatively unpublishised although with some difficulties. But it also had been almost wholly completed by the end of November, 1969.

Accordingly, on 29th November, a ceremony was held at Broken Hill in which the Prime Minister, Mr. J. G. Gorton and the Premiers, Mr. R. W. Askin (N.S.W.) and Mr. R. S. Hall (S.A.) participated, celebrating the joining of the standard gauge across the continent.

Then, on 12th January, 261 Goods departed. Three 421 class led the train from Cook's River, heading a load of 34 waggons, weighing 1,667 tons. Three 46 class took charge at Canterbury for the run to Penrith where the train split, both sections being hauled by three 46 class. So over the range and on to Parkes, hauled from Lithgow by d/e's. However, disaster struck. A black ban by S.A.R. enginemen caused a diversion via Melbourne and Port Pirie, bogie exchanging at these two plants. The "first" train reached Perth approximately a day late. The first direct 261 Goods departed on 15th January.

Late in February, the inaugural V.I.P. run of the "Indian-Pacific Express" occurred. On 1st March eastbound and 2nd March westbound, revenue services commenced.

Transcontinental standard gauge will have become a reality, but more is to come. The Prime Minister has announced standard gauge lines to Adelaide and Whyalla and the W.A.G.R. are planning extensions to cope with increasing mineral traffic. It would seem that this new age of railway construction has a considerable time yet to run.

ACKNOWLEDGEMENTS

"Railways of Australia" — Singleton and Burke (A & R).

A.R.H.S. "BULLETIN" Supplements.

A.R.H.S. N.S.W. Division "N.S.W. DIGEST"

Commonwealth Parliamentary Debates (Hansard) Senate 1968.

Railways of Australia (ROA) Literature.



The Indian-Pacific Express. Photo by N.S.W.R.

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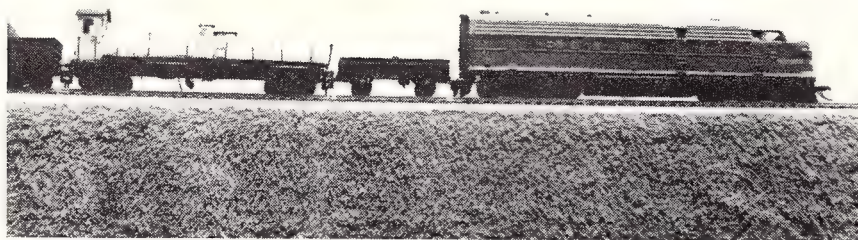
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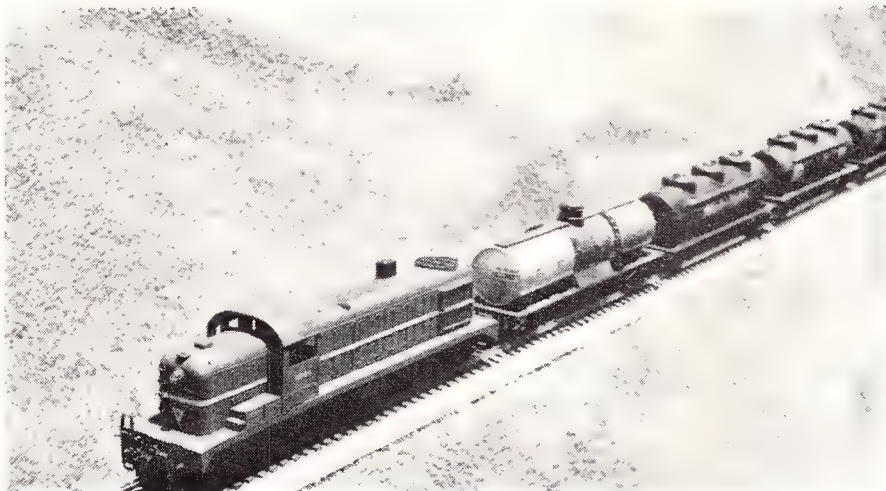


the scenic route

Ray Pilgrim is quite an accomplished modeller as this photo shows. The VR locos were built from an article which appeared in September-October and November-December 1968 editions of this magazine.

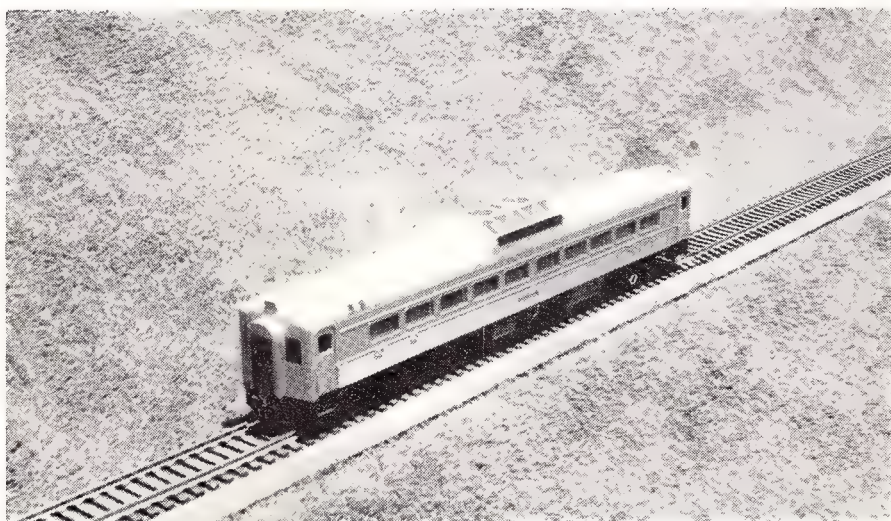


Ted Charlton's 4205 heads a works train including a 'herbicide' wagon in this outdoor scene at his home. This is a modified Athern F7 lengthened to fit an Athern SD45 chassis. The herbicide is a mixture of Airfix diesel shunter and Crown tank car.



Again at Ted's. In this view 4001 can be seen as it drifts down hill with a load of empty oil tanks for the city. The loco is a modified Hobbytown of Boston RSC2 kit.

Running late for its connection with the Daylight Ted's Budd car scuttles down hill in an attempt to make up valuable minutes.



Just to prove Ted is not a New South Wales fanatic this last photo shows his Hamersley Iron DL628. The model is a beautifully repainted Rivarossi U25C.

WAGGONS OF THE STANDARD GAUGE OR ANY OTHER

by a Staff Writer

Since the end of the nineteenth century the railways of Australia have faced the problem of break of gauge. This problem was circumvented by two methods. The most obvious method was gauge standardisation. This, however, is very expensive, both in money and time. As an alternative and supplement to standardisation, BOGIE

EXCHANGE was evolved. This process involves the changing of freight car bogies while the car is still loaded. Bogie exchange plants have been established in Victoria, as well as other States. Waggonns which are available for bogie exchange are coded "X", i.e. NSW WHX wheat waggon or WAGR WVX covered van.

SOUTH AUSTRALIAN RAILWAYS "LX"

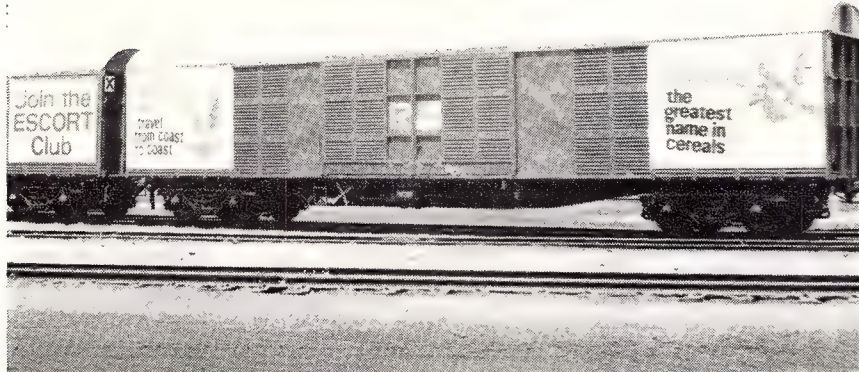


South Australian Railways louvered van cade LX.

(Photo by Staff photographer.)

The LX of SAR was one of several classes of waggonns built by that system for the standardisation project. Like WAGR the SAR builds most of its own rolling stock rather than let contracts to private enterprise. It is therefore not surprising to find that the LX class was built by SAR's own Islington Workshops near Adelaide. The initial member of the now 58 strong class was made available to the traffic branch during January 1968. The cars are likely to be found anywhere south of the Brisbane River. Each member of the class has a length of 40' and a width of 9' while being 11' 4" in height. They are painted silver-grey in colour with lettering. The system's emblem is emblazoned on the side of each of the waggonns.

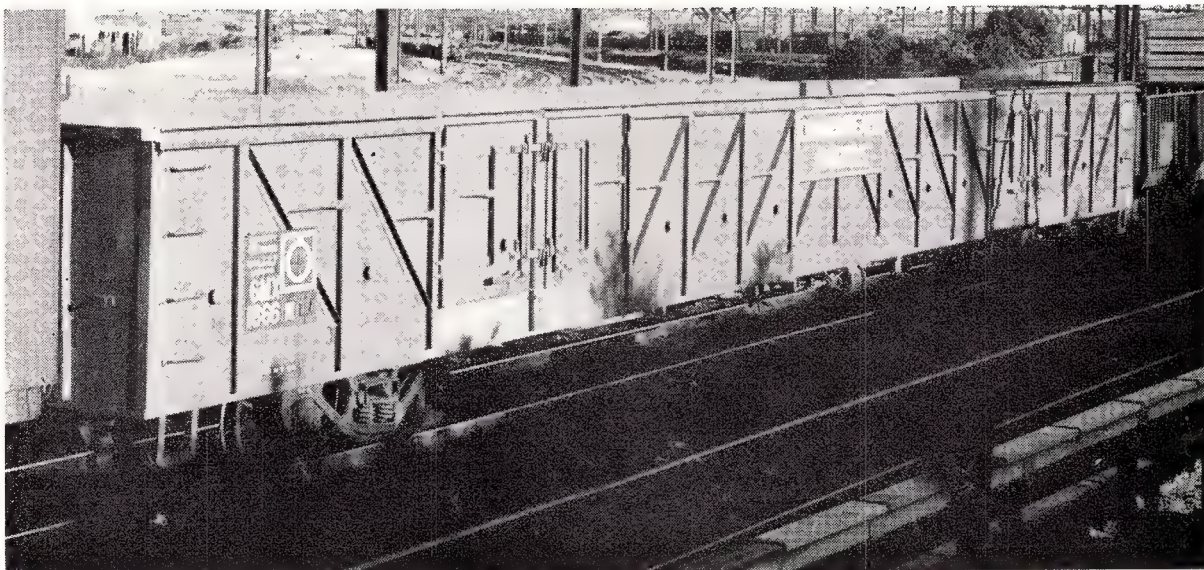
NEW SOUTH WALES RAILWAYS "JLX"



New South Wales Railways covered van. This waggon was specially decorated for its part in the first East-West goods.

(Photo by R. Merriman.)

The JLX is one of N.S.W.'s many bogie exchange waggonns. The class is used for any traffic requirements where a covered van is needed. They are pooled with older van in service. The waggonns were built by TULLOCH LTD. at RHODES, near Sydney. The first of an initial order of 135 was delivered in May 1969. They are 56' in length, 9' 2½" in width, and 13' 3" in height. They have a load capacity of 47 tons with a tare weight of 26 tons. They are the longest and highest of all the system's louvered vans. These vans come in two paint schemes. The majority are black in colour with a yellow "R" in negative between the doors, i.e. the "R" is black within yellow square. The vehicles used for the first EAST-WEST trip were blue-grey in colour with a red back-grounded white "R".



COMMONWEALTH RAILWAYS "GMX"

The GMX is the largest of this country's gondolas or open waggons. They are used to convey commodities of a nature that do not, over a short period of time, deteriorate. The waggons were initially used on COMMRAIL's trans-continental hauls. With the advent of bogie exchange and standardisation, their territory now extends over all broad and standard gauge mainlines. The class of 40 vehicles were built by COMMENG W.A. LTD. These vehicles have a length of 75' (longer than most passenger cars). The first of the class was handed over by the manufacturer during April 1966. The waggons are painted maroon and have white lettering. The class has a tare weight of 30 tons and a capacity of 45 tons.

Commonwealth Railways open wagon code GMX.

(Photo by Graham Ball.)

Victorian Railways wheat hopper code GJX.

(Photo by R. Merriman.)



MODEL MAKING COMPETITION

An Australia-wide model making competition has been announced by the Institute of Applied Science of Victoria, to mark the centenary of their inception in 1870. The Institute, Melbourne's science museum, is calling for entrants for the model making competition with total prize money of \$850.

Entries are invited for models of any objects in the field of applied science, which marks a milestone in technical history.

Suggested model subjects include: aircraft of all types, ships, Hovercraft, railway items, motor vehicles, agricultural machinery, industrial plant, space vehicles, biological structures, models representing an applied science concept.

A spokesman for the Institute said that the competition would be divided into three sections:

- An Open Section—open to all amateur model makers with a prize of \$500;
- An Apprentice Section—open to apprentices or university students, with a prize of \$250;
- A Junior Section—open to entrants under 18 years of age, with a prize of \$100.

The spokesman added that the Institute reserves the first right to negotiate the purchase of any model, whether it wins a prize or not. He also said that ready-to-assemble kits would not be admissible in the contest.

Entry forms are available from the Institute of Applied Science of Victoria, 304-328 Swanston Street, Melbourne, or from Howard Bull and Associates, 57 Swanston St., Melbourne.

VICTORIAN RAILWAYS "GJX"

As part of the Victorian Railways modernisation programme of the sixties the system purchased many varied types of bogie rolling stock. One of these new types of wagon is the GJX wheat hopper. The waggons have been built by two different makers. TULLOCH LTD. delivered the first of their order for 100 units during February 1966. A subsequent order for an additional 100 units was placed with INDUSTRIAL STEEL who delivered in October 1968. Although the two orders were identical in dimensions they differ in the material from which they were made. The Tulloch waggons were made from aluminium and weigh 16 tons with a capacity of 57 tons. The waggons from Industrial Steel were not surprisingly made from

steel and weigh 18 tons with a capacity of 55 tons. The steel waggons are painted yellow while all lettering is done in black. Both contracts produced cars with the following dimensions: Length 46', Width 10' Height 11'.

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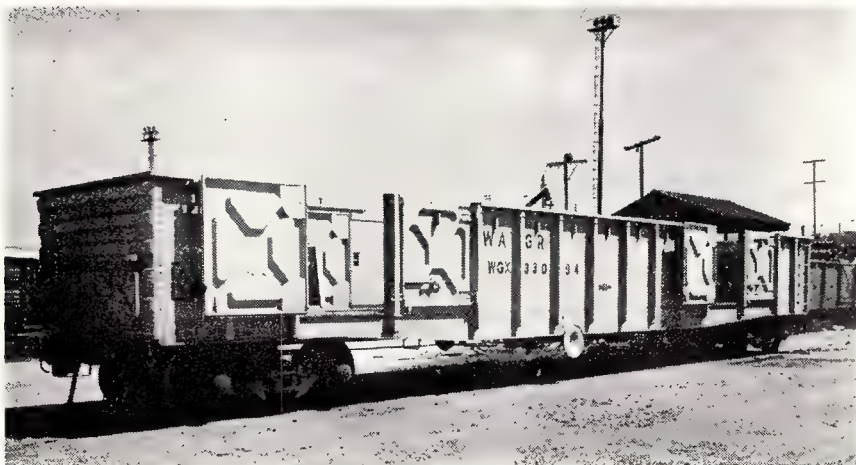


Queensland Railways covered van
code QLX.

(Photo by Graham Ball.)

QUEENSLAND RAILWAYS "QLX"

The QLX is QRs only bogie exchange covered van. They, however, see little service outside their state because as of yet no bogie exchange plant has been constructed near Brisbane. In actual fact only one QLX has ever left its home metals. This was a couple of years ago when one of the class made a trial trip to Sydney. The waggons were first delivered in 1964 when they were coded GLC. They are 42' in length and have a carrying capacity of 27 tons. Up to this date 400 of the waggons have been delivered by the manufacturer "COMENG QLD. LTD.". The waggons are painted silver grey with white lettering. The diamond on the letter board is red.



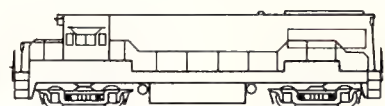
Western Australian Railways open wagon code WGX.

(Photo by Staff photographer.)

WEST AUSTRALIAN GOVERNMENT RAILWAYS "WGX"

The WGX is the golden west's standard open wagon. The 100 members of the class were constructed by the WAGR themselves at their Midland Workshops near Perth. The class is 54' long, 9' 6" wide and 8'7" in height. They have a tare weight of

25½ tons and a capacity of 54½ tons. Many of the waggons were hired to COMMRAIL for a period prior to the commencement of through services. It was because of this loan that the class appeared in the Eastern States years before standardisation. The first of 100 strong class was issued to traffic in September 1966. This class, like all WAGR standard gauge equipment, is painted golden yellow and has all lettering done in black.



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MAKE A MODERN FOUR-WHEEL WAGON

by J. J. Bevan

Photos and drawing by the author

Four-wheel wagons were for a long time the principal goods wagons used on Australian railways, they still seem to predominate on some systems. The gradual march of progress has generally rendered the four-wheel wagon obsolete and numbers have been dropping at an ever-increasing rate. Readers may be surprised to find that the Western Australian Government has six 4-wheel wagons in use on the new standard gauge system. In January, 1966 tenders were called for three 4-wheel open wagons and for three 4-wheel covered vans. At this time orders for the first standard gauge equipment had been placed so it seems that these wagons were to be experimental. At last in August 1966 a contract for six covered 4-wheel vans was issued to Com-eng's W.A. plant. When delivery was complete in January, 1968 the wagons were coded WVB and numbered 30651-6.

Of course 4-wheel wagons are widely used in Britain and Europe so it cannot be too surprising that the W.A.G.R. should try 4-wheel wagons on their new railway. There have not been any repeat orders for 4-wheel wagons so the WVB wagons do not seem to have been a success. A comparison of the plan will show you that the WVB wagons are larger than any other Australian 4-wheelers, European 4-wheel cars still are larger yet.

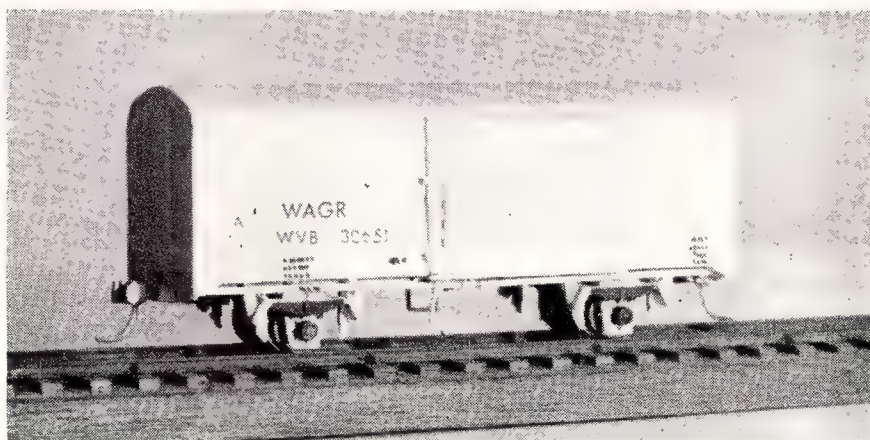
Now down to the modelling part of the article. The method I chose to use to make this model is the conversion method. I bought a Lima Interfrigo type wagon No.3112 which will cost about \$1.90. Although any of the range of 4-wheel reefers could be used, this particular model is most suitable as it has smooth sides. The first step is to take the model apart. There are two screws in the base. The car consists of a running gearbase, a steel weight, a body, and the roof. The main difference between the WVB and the Lima wagon is the length, about 4 feet needs to be removed from the model. Before cutting the parts, cut off the steps and buffers from the underframe and body. Now cut through the plastic underframe and body. When cutting use a razor saw or similar fine saw and use a square to ensure a straight cut. When cutting the body make the first cut through the centre of the door and then the other 4 feet away. The joint does not need to be perfect as the new door will cover any minor mistakes. Now cement the body together with styrene cement using the steel weight as a guide to straightness. When the body is dry cement the two parts of the

underframe together again using the weight as a guide.

Now take the roof piece, the bracing on the roof needs to be removed. I find a six inch hand bastard file the best for this type of job. As the body was shortened the roof needs to be shortened to match. This does not need to be taken from the centre but can be taken from one end. You will find that the internal bracing needs cutting to let the roof fit. Before you cement the roof in place, add more weight to the model. About one ounce is needed. I cemented a small piece of lead to the floor. My model now rattles as the lead broke loose once the roof had been cemented in.

The conversion job is now mainly complete, only details are needed. When

you have fitted the roof you will find two holes in the ends where the ice hatches were. Fill these holes with plastic putty. Once the putty has dried hard, sand the roof and ends to shape. The doors on my model were made from styrene sheet in two layers, first a sheet the size of the entire door and then cemented to this, strips to make the corrugations. The doors are cemented to the correct place on the side, this will cover the joint where the piece was cut out. The wagon has two panels of louvres in each side. I modelled these by scribing lines on the side and then cutting the surplus plastic to produce stepped louvres. All that needs to be added are the door latches, runners, and steps. There are a set of steps on each side of the car and



a shunter's step on one end. These small details are easily produced with wire and small pieces of styrene.

Coupler fitting is a matter of personal choice, I fitted Kadees and needed to file a small part of the underframe out. You could of course use the original wheels and couplers. The newer Lima cars come with metal wheels, my model being older, had all plastic wheels so I replaced them with Tenshodo 33 inch wheelsets. As Lima cars have shorter axles than normal it is hard to find replacement wheelsets with scale flangers. Tenshodo are about the only type that will fit.

All W.A.G.R. freight cars are painted in a yellow colour with black underframe. I painted my model with a spray can of Floquil Reefer Yellow, almost any bright yellow paint would do. The lettering was done with Letraset, Futura Medium 8 and 10 point is very similar to the lettering used by the W.A.G.R.

I think this article will give an idea of a method of wagon construction. Starting with a basic car makes it easier to produce a car that runs easily. This article will commence an occasional series on W.A.G.R. standard gauge modelling, any person who cares to supply any comments is invited to write to me care of the A.M.R.M., P.O. Box 204, Kings Cross 2011.



BULLETIN OF THE SYDNEY MODEL RAILWAY SOCIETY

NOTES OF ALL SYDNEY MODEL RAILWAY SOCIETY

Christmas has gone for another year. The annual Christmas get-together was held on December 15, and many members and their families were present. It was a most successful evening and special thanks must be given to Lionel Glendenning for bringing the soft drinks, and to Arthur Hall who obtained the films and then acted as projectionist. The success of the supper was due to all those who brought a plate of something.

O GAUGE NEWS

Ted Davies has been on holidays, and he has had several models running on the layout. These included a 2-car suburban set, an electric parcel van, and a 57 class.

John Davies, no relation to Ted, made a 'first' on the layout when he brought

in his '70' class 0-6-0 diesel hydraulic shunter. Although it was the first of the type to operate on the layout, more of this useful type will surely appear. John also has had his model of 3830 running on the layout recently.

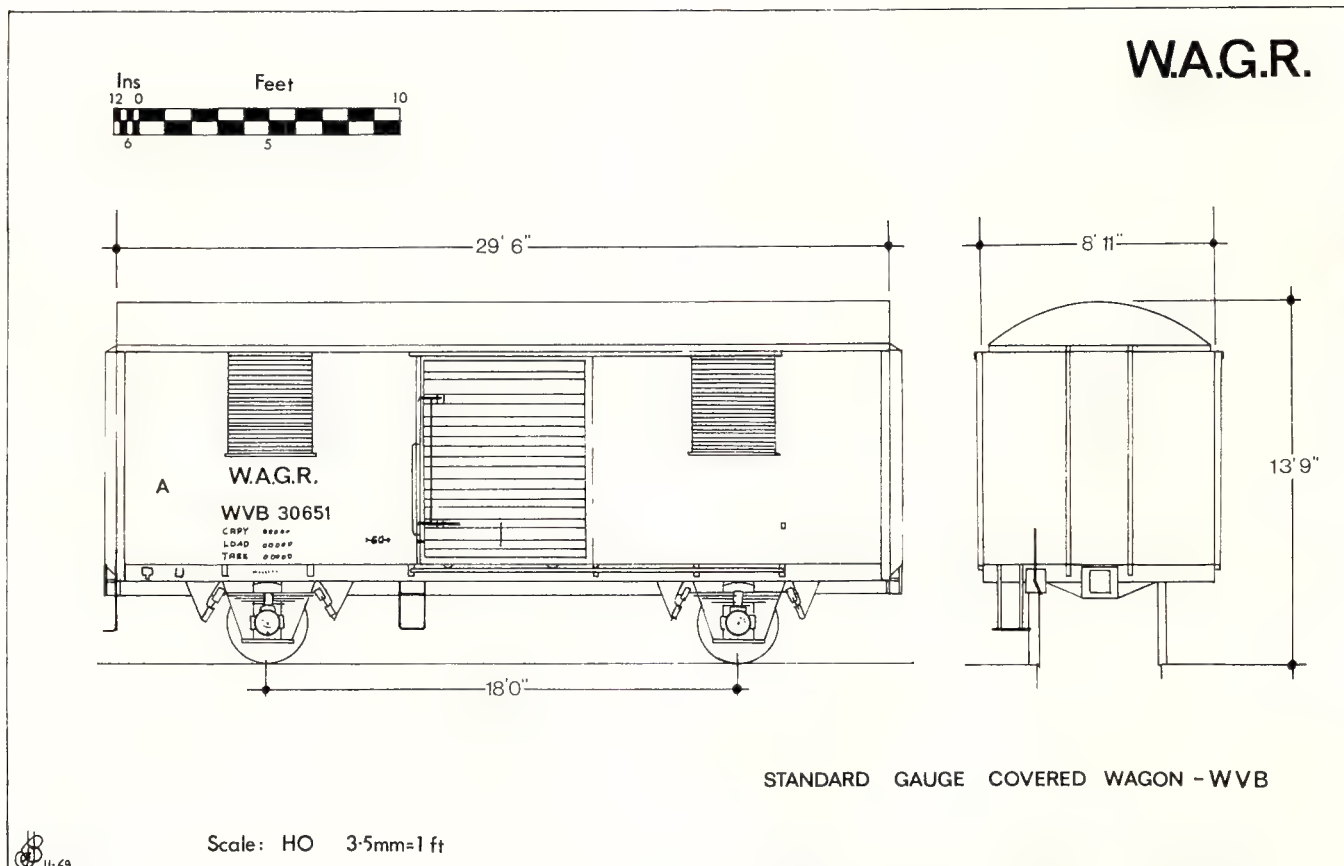
A new member, Charles Weathers brought in two models worthy of mention; the first, being a model of a 36 class, which after spending the last eleven years (that's right, eleven years!) in a box, was taken out and it ran faultlessly. Charles' other model was of a NSWGR class U105, one of two Baldwin 4-4-0's imported in 1876 by that system. This model has yet to be fitted with a motor.

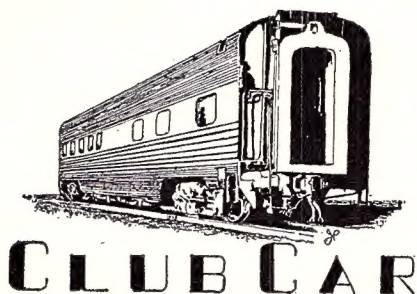
Paul Simpson had a K.T.M. 4-8-8-4 Union Pacific "Bib Boy", which he brought in, and which, with his C & O Mikado, was used to haul the last train for 1969.

ON THE COVER

Ted Charlton's 4205 and 4202 on train.
An outdoor scene at Ted's Sydney home.

Photo by R. Merriman.





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EASTERN DIVISION

PROGRAMME FOR 1970 (subject to change)

14th March: Rodney Tonkin, 7 Park Ave., Oatley.

11th April: South Pacific Electric Railway, Loftus (Sunday).

9th May: John Casey, Taiyul Ave., Narrabeen.

June: Visit and inspection of Central Station (Friday night).

11th July: Visit to Sydney Society of Model Engineers, Ashfield.

8th August: Visit to a home — yours?

19th September: Visit to Sydney Live Steam Locomotive Society, West Ryde.

2nd-5th October: Sydney Model Railway Exhibition.

11th October: Visit to a home — yours?

14th November: Visit to a home — yours?

12th December: Picnic outing, train trip Sydney-Wollongong, Moss Vale-Sydney.

Last meeting: On 14th February we met at John Beckhaus's home at Mosman. Although there were not many present, useful discussions on Association affairs and other topics as diverse as electronics in modelling and construction of plastic kits took place. John showed his 8mm. movies, mainly of trams.

Next meeting: At Rodney Tonkins. You can operate your HO locomotive and swim in his new pool — not both at once, though.

The programme is subject to change and your comments are welcome. Please let any E.D. committee member know if you have any additions.

AUSTRALIAN MODEL RAILWAY ASSOCIATION (N.S.W. BRANCH). Secretary: Phil Kelly, 20 Lee St., Condell Park, N.S.W. 2200.

Since our last report we have completed the toilet block, and the kitchen, which means that the club house can be used to the fullest. The two meetings held in November were a working bee and a very well attended auction. For the auction, Phil Kelly was the auctioneer, while June Dunn and Gus Durham carried out the necessary paper work. The first meeting in December was a Christmas barbeque, while layout running afternoons were organised for the last meeting of 1969, as well as the two January meetings.

Members are reminded that the Branch Annual General Meeting will be held at the Rockdale club rooms on Saturday, February 7, at 1.00 p.m.

At the time these notes were prepared, no programme of meetings had been drawn up for after this date, but watch the notice board at Rockdale for details. Meetings are held on the first and third Saturdays of each month, and visitors are always welcome.

To Club Officers: These pages are available for the dissemination of news about your societies. Brief news about activities will be welcome for these pages. Closing date is first of month prior to month of issue.

SOUTH AUSTRALIAN RAILWAY MODELLERS' ASSOCIATION. Secretary: Bob Irvine, 56 Gardiner Ave., Warradale.

Meetings are held at 7.45 p.m. in the Railway Institute Hall at the foot of the steps leading down from the Adelaide Station car park.

The display of models at the December meeting made a fine sight with 50 of the 300 models being of Australian origin. Models to catch the eye were Bill Coles' Brill Rail-cars, and the string of converted hoppers behind John Gordon's Mallet loco.

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In November, our club tour, Adelaide to Dry Creek, via Peterborough and Port Pirie proved highly successful. A total of 22 members and friends enjoyed 48 hours of S.A.R. style railroading. The narrow gauge has whetted the appetite of several members. It would seem that HOn3 is the popular choice. It would seem that the big problem is the unavailability of locos straight off the shelf.

The club modelling nights have been in recess during the Christmas period and this has given members a chance to completely finish their models. With the holidays over, the third Friday has again been reserved for scratch-building rolling stock. Our next project will be S.A.R. flat cars and suitable loads.

The programme for the coming meetings:

Jan. 14: Members' slides and movies.

Feb. 11: Auction and running night.

March 11: Annual modelling competition.

and adult (non-student but under 21) membership is available, for a nominal fee. Monthly meetings are held at the Devonshire Street Railway Institute.

The Association's journal, the offset-printed *The Railway News*, is produced monthly, except December and January. Annual subscription is \$1.50 post paid. The Association layout is being reconstructed and an enthusiast excursion is set down for May 2nd or 3rd.

Any person interested in the Association's activities should contact the Secretary at the above address.

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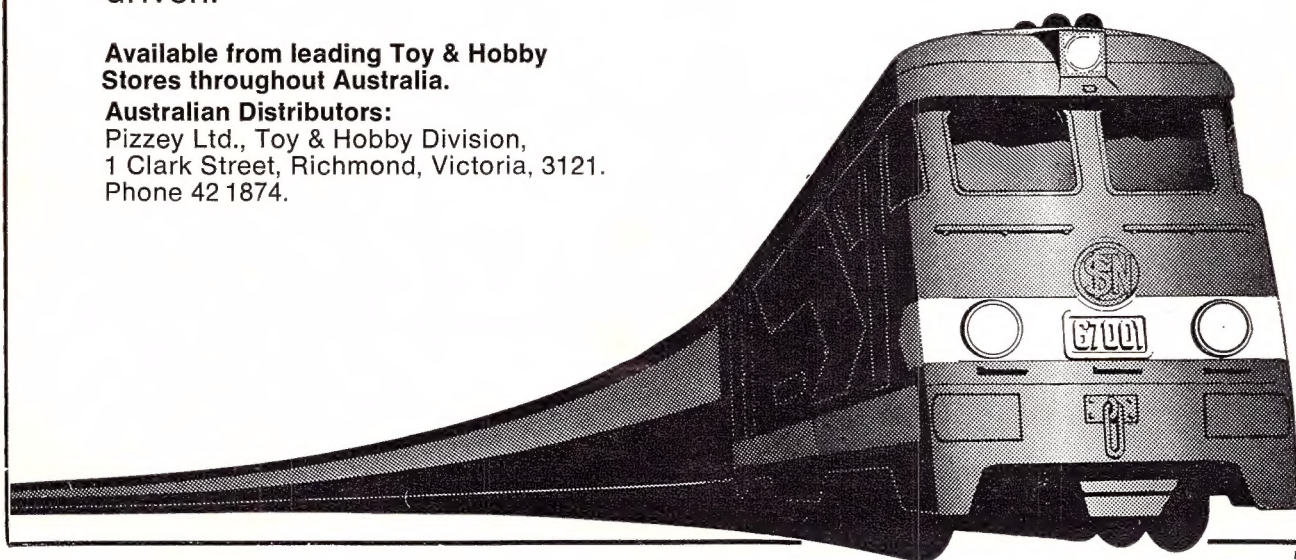
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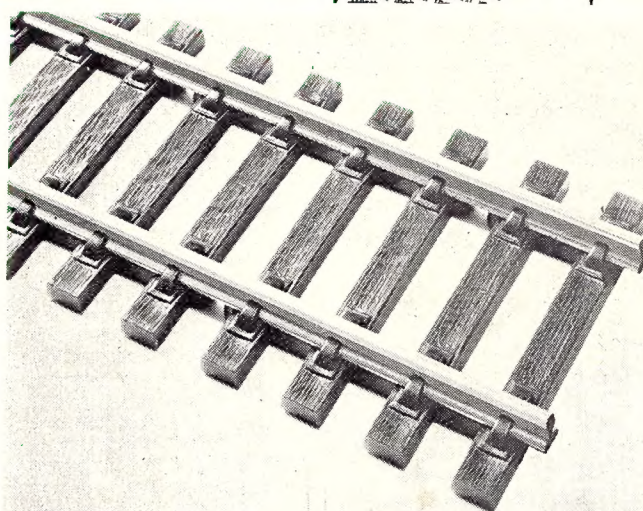
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